THE MIQUELON ISLANDS.

SOLE REMAINS OF FRANCE'S GREAT AMERICAN POSSESSIONS.

Their Proximity to Newfoundland and Their Importance Commercially - Fishing and Smaggling the Chief Occupations of Their Population-The Town of St. Pierre-Importance of the Islands to This Country.

St. Pierre, Miquelon Islands, May 12.—The hing vessels from the United States, France, and Canada, which gather every spring at the banks of Newfoundland to catch cod, have been delayed this spring by unseasonable weather. The herring is the first bait fish to arrive, and usually strikes the Newfoundland coast in April, by which time the ice has moved out, but it has only just made its ap-pearance. The winter lingered long, and even now its breath is keen in the winds blowing from the northern seas. When they have loaded up with herring balt the ressels will start for the banks on what is called the first fishery, which laste until the middle of June. By that time the caplin, another bait fish, will have come, and with it the second fishery, lasting until July, is carried on. Then comes the squid, which, with smelts, herring, and clams, forms the staple bait to the end of the season. In ordinary years the cost of balt is equal to one-fourth of the value of the catch of cod; but the shore fishermen report that herring are plentiful this spring and that the signs foretell an immense rush of caplin. They consider it a big rush when a man can stand on shore and with a casting not fill a cart in an hour. At a low estimate the North Atlantic, from

Labrador to Boston, yields an annual harvest of fish of all kinds worth \$100,000,000, counting local consumption, and, above all, local waste. The Arctic current is the source of this wealth. That wast stream of cold water brings down the slime teeming with marine life on which the fish subsist. Fifty thousand square miles of it may be said to belong to the United states, and 200,000 miles to Labrador. Newfoundland, and Canada. The cod fishery was pursued by Basques and Bretons centuries ago. Hakluyt says 400 vessels were engaged on the banks in 1587. Steam has been introduced, together with other modern appliances, and bounties given to encourage the fishermen. Nevertheless there is apparently no falling off in the countless myriads of fish found in these hyperborean waters. Nor has there been any diminution in the size of the fish. thirty bank cods when dried still make a quintal of 112 pounds. The offal of the cod. which used to be thrown overboard, is now turned to account. Cod-liver oil is extracted from the liver, the heads, tongues, and sounds are prepared as an article of food, the roes are sent to France, where they serve as bait in the sardine fishery: Isinglass is manufactured from the swimming bladder, the bones and entrails are dried and converted into a manure that holds its own with guano. One way and another the bank codfishery and that of the coasts adjacent yields fully \$20,000,000 a year. Worked for all it was worth it would yield three or four times as much. The American fishermen, with their well-equipped vessels and modern gear, are hampered by the inhumane policy of the Canadian Government in refusing them the privilege of landing to buy bait, transship cargoes,&c., unless they pay a tonnage tax to the Dominion treasury. The methods of catching cod employed by the Canadians and Newfoundlanders are essentially behind the age. In Quebec and Prince Edward Island, for instance, the cod fishermen still use open boats, and have, therefore, to hug the shore the season round. In Newfoundland the fishermen are little better than serfs of the vessel owner, who always owns a store and keeps them in debt by the truck system. Fishing for cod at the banks has been de-

scribed by a hundred writers, but very few have taken the trouble to visit the Miquelon Islands, which are the headquarters of the fleet that comes every year from France. St. Pierre is the largest of the group. It is five niles long and four broad, covering an area of 2600 hectares, say 6,500 seres. The others are the Great Miquelon and the Little Miquelon commonly called Langlade), the Isle of Dogs the big and little Colombier. Pigeon Island. Massacre Island, and Vainqueurs Island. St Pierre and the Miquelons are the only islands of importance, the rest being mere rocks upheaved from the bed of the ocean. Some think that the archipelago, as it was rather pompously styled in the orders of the first Napoleon, must have formed part of the south coast of Newfoundland, eighteen miles distant, and that the fishing banks-Bank St. Pierre, Green Bank, and Grand Bank-which hours' sail. were also intrad to that shore. However that may be, these islands are all that remains to France of her once magnificent empire in North America. She asserts exclusive fishing rights along the Newfoundland coast from Cape St. John on the east side round by the Strait of Belle Isle to Cape Ray, the extreme southerly point on the west shore. French war vessels patrol that seaboard of 800 miles, warn off Newfoundland fishermen, and control things for a mile inland. The claim of France has been a burning question in Newfoundland for a long time. But outside the Miquelon Islands, which have apopulation of only 6,000. France does not now own afoot of soil in all North America. The islands have a history of their own, but

enly two notable occurrences need be mentioned. A number of Acadians fled from the Basin of Minas to Cape Breton and Prince Edward Island in the year of the deportation. and on being driven from those places after the second siege of Louisburg found shelter here, only to be captured by the British in 1778 and sent as prisoners of war first to Halifax and then to France. A few years afterward, during the French revolution, the young fellows of St. Pierre (there were not many of them) were bitten by the spirit of the times and gave the commandant a lot of trouble until the ringleaders were expelled. It was not till 1816, when Napoleon was safe in St. Helena. that the islands began to recover from the perturbations and losses caused by the wars Since then they have enjoyed as much pros-berly as they have a right to expect.

Some day, no doubt, they will pass into the hands of the United States. The transfer of even one of them would be a great advantage to American fishermen, who could use it. as Praceuses them, for a base of operations for the bank fishery, and thus be independent of the Canadians. A few months ago a leading effectal told me that France would not heaitate transfer the Great or the Little Miquelon. Be thought such a step might help her in her squabble with Britain over the French rights in Sewfoundland; anyhow, it would not diminish the value of the group to her. But just now, the Panama scandal on her hands. tance is not in a humor to discuss the matler A tolerably good entrance might be con-grueted at the Great Miquelon, which is solved to Langlade by a sand dune, the two being really one and the same island. Some blasting and dredging would be required. In 1854-5, during the Crimean war, French engineers erected a battery, long since dismantied, on the Isle of Dogs. They explored the tides and currents, and reported that a landing place for steamers of light draught could be built on the Great Miqueion for a compara-

ing place for steamers of light draught could be built on the Great Miquelon for a comparatively small outlay.

France has given bounties for a long time to the bank fishermen who come every year from it. Malo, Dieppe, Fécamp, La Rochelle, kt. Briege, A, and of late the inshore fishermen of the Islands, who are mustly residents, have received a bounty. The bounties, like everything else connected with the fishery, are femiliated by elaborate orders and decrees. So much is paid to the owner or outflitter of the vessel for each man employed on it, but the owner of a vessel which dries the cod it catches gets more for he had of crow than the comer whose vessel merely catches them and brings them hack "green." The bounties on the catch are divided into classes, so much for dry cod shipped to Europe, so much for odd said on this side of the Atlantic, so much for red sant to leafy and Algiers, and so forth. The hounty on the fish soil in this lemisphere is along a cent and a half her pound. The theory is that the jointles are paid in order to secong the training school for the French heavy. Other countries used to give bountles

on the same ground. But as a matter of fact the vertest landlubber can soon be made as everteeded on a mor. The relievents was at home on a wooden man-of-war which had to trust to her sails and the groot seamanahlp of her crew but on board a huse vessel of steel propelled by steam he feels like the American Hadies in a tea kettle.

The French bank fleet averages 200 sail, from 100 to 400 tens each. These are the fishing vessels proper. Then there are a number of freight vessels known as 100 converse, which dry cod, the said of the control o

and by the improvement in their condition that would be sure to result from the transfer LANGLADE.

NIAGARA RIVER SMUGGLING.

How Canadians Get Pree Oil and Beer and Sell Clothing Cheap on This Side.

"There has always been more or less smuggling carried on across the Niagara River, and all the watchfulness of Government agents seems powerless to prevent it." said a Customs officer. "The principal part of this border smuggling is from Canada to this side. The only articles there is any profit in getting from this side into Canada free are kerosene and lager beer. Our kerosene is so much superior to the oil made from Canadian petroleum in every way, and it could be sold so much cheaper than the native product, that the Dominion Government levies a heavy duty on it. Such is the case, also, with our beer. The business of smuggling these two articles across the river is not so extensively carried on as it was four or five year ago, as the Canadian authorities discovered the ingenious method by which it was made an easy matter to cheat the customs officers and established a regular river patrol with instructions to keep an eye out entirely for the detection of the oil and beer free traders. But they still manage to do a profitable business

in this class of smuggling. "The way the oil and beer are taken across the river is by weighting the barrels or kegs on one end so that only the head appears above water, and that only for an inch or two A tow of barrels thus sunk is attached to a owboat, which a skilful riverman rows across at night. If the river patrol discovers the postman, and the latter is likely to be overhauled, he cuts the ropes that fasten the tow to his boat. The barrels are thus cast adrift. and the smuggler has nothing in his possession for which the officers may apprehend him when they come up. These tows frequently escape detection by the Government agents. as the barrels float away in the darkness, and watchful companions of the boatman, who has cut them adrift, hovering about on the river, generally succeed in recovering them, and proceed with them to their destination. In the early days of this oil and beer smuggling the points from which it was chiefly carried on were Lewiston and Youngstown. The goods were taken to St. Catherines and other places on the Canada side. Nowadays the smuggled goods can be landed only at out-of-the-way ocalities where landings may be made secret-

goods can be landed only at out-of-the-way localities where landings may be made secretly, and all sorts of subterfuges have to be adopted to distribute them successfully among the men who take the chances in dealing in them.

"There is no doubt but what there are scores of Canadian merchants who regularly employ agents to smuggle goods purchased on that side of the river to those who purchase them on the American side. The number of people who go to Canada and puy dress goods and clothing, not to sell again, but for their own use, and arrange with the merchants to deliver them duty free, is surprising. The smugglers who take the chances of delivering the goods at the American points agreed upon work on commission, which is a division of the scier's profits on the articles. There are miles of wild and unwatched river front, and the agents are selected for their knowledge of the country and their skill in strategy and watercraft. They work only on the darkest nights, and use very small boats. If they fail in landing goods in safety they get no pay, so vigilant and expert are they that the percentage of their failure to their success is very small. There are numerous citizens of the Canadian border conspicuous for their prosperity who owe the foundation of their competencies to the commissions they gained in delivering safely Canadian goods free of duty to American purchasers.

"Egg and butter were fermerly largely smuggled from Canada to American markets, even ucfore they were made duthable. A small entry fee was collectable on them, but the Canadian traders objected to that, and were in the habit of packing large quantities of eggs and butter in locals of hay that were sent over to this side. The hay was subject to duty, payment of which could not well be avoided, but the eggs and butter which the trader succeeded in getting over free, hidden in his hay, more than made up for the duty on that. Since a regular duty was inaced on eggs by the lie-kinley toll, more attention has been paid to locats of Canadian hay

FIELDS AND PASTURES NEW.

FRESH PATHS FOR THE MUCH TRAVELLED GLOBE TROTTER.

Bosnin and Merzagovina, Once Haunted by Brigands and Closed to the World, Have Thrown Open Their Doors-The Trans. formation Austria Has Wrought There in Fifteen Years-The First Guide Book.

The well-known geographical magazine. Petermann's Mitteilungen, said a while ago that t was not its practice to mention guide books In its columns, but it would make an exception in the case of a little volume entitled. Reiserouten in Bosnien und der Herzego-

have undergone a wonderful change, and they are now inviting the world to come and see that they are beginning to keep pace with the

that they are beginning to keep pace with the times.

The guide book has reached The Sun office, It is full of nigtures of the scenic beauties of the new trampling ground for tourists. It also has a large scale mad of the country and a plan of the capital, Barajevo. It is easy to see that the little volume of 12% pages does not come anywhere near an exhaustive treatment of the subject. Its routes do not wander away from the 380 miles of completed railroad lines or the more conspicuous diligence roads. Many of the grandest and most picturesque spots in the province are not mentioned, but it has not almed to be thorough, and says distinctly in the preface that its only purpose is to guide tourists to those piaces that may easily be reached by railroad or diligence.

A year or two ago a volume of very finely executed pictures was published, showing Boania and Herzegovina in their grandest scenic aspects. That volume really gave the world its first glimpse of one of the finest parts



THE CITY OF SABAJEVO. This is the capital. It has 30,000 inhabitants, and is entirely surrounded by mountains, except on the west. The Miljacka River, crossed by seven wooden and from bridges, is seen running through the centre of the city.

vina" (Tourist Routes in Bosnia and Herzego-

vina" (Tourist Routes in Bosnia and Herzegovina), because there is at last need for tourist books in the least known part of Europe, and the little volume just published in Vienna was the first step toward supplying the demand. The Sun was curious to see what a guide book of Bosnia and Herzegovina was like, and so sent for a copy.

It has been known for a great many years that much of the finest scenery of Europe was to be found in the wiid tangle of mountains in this western part of the Balkan peninsula; but though its landscapes are of surpassing



In its historical and archeological aspects the most interesting town in Bosnia. The old town, surrounded by wall, crowns the hill. In the foreground the Pilva River is seen in seven or eight arms pouring over the rocks.

beauty, tourists never dared to venture into the region, and Turkey's great western prov-inces remained a terra incognita to the world at please the lover of the beautiful. large. There were reasons in plenty why tourists were never seen there. Bandits lurked in the mountains, and travellers were not safe except under the escort of a strong armed force. The roads were wretched, the inns were worse, and foreigners were looked upon with suspicion. If tourists wandered into the country they had to undergo many such privations and hardships as pioneer explorers endure, and there are very few tourists who care for that sort of experience. So Bosnia and Herzegovina remained wholly unknown to the pleasure seeker, and even geographers and map makers knew very little about the country.

Wa used to hear now and then of fights hetween the Christians and Mohammedans, who are nearly equally divided in number among the 1,300,000 population. We used to hear of the great achievements of Turkish tax gatherers, who were looked upon in their field of industry as the most odious of creatures. An occasional item also appeared in the newsfessional exploit by bandits. It took an ad-

the merely picturesque, that can inspire and please the lover of the beautiful.

The country, according to the guide book, has not yet had time to be spolled by prosperity. The country has not learned the art of assessing traffic all it will hear. A few years ago a Frenchman named Martel went into the Cevennes, in the south of France, to explore the caves. They were not renowned until Martel made them famous. The peasantry thought him a crank to be so fond of groping his way among holes in the ground, but when he went back to Paris and wrote several reports and a charming book about their caves, and tourists began to come among their hills and spend money for their milk and eggs and for rides in their antiquated carts, they decided that Martel was one of the greatest benefactors of the race. They have rapidly acquired the art of charging good round rates for everthing they do or supply for tourists. The caves that once were only a detriment to the country, for cattle and sheep tumbled into

thing they do or supply for tourists. The caves that once were only a detriment to the country, for cattle and sheep tumbled into them, have now become a source of enrichment, and the reople are raking in all the shekels that come within reach.

The people of Bosnia and Herzegovina have not yet had their wits sharpened by a large influx of fourists, but they will probably acquire their education as rapidly as the peasants of the Cevennes. Meanwhile prices of everything are very reasonable, Here are some of the charges that, according to the guide book, prevail at the capital:

At the highest-priced hotel a bedroom, in-



IN THE TRESANICA VALLEY. Shows the railroad winding among the mountains. The track is carried through a number of tunnels



THE GREEK CATHEDRAL IN SARAJEVO. ministration and military occupancy. Since ministration and military occupancy. Since then the forces of civilization have had full play there. With restless energy Herr von Küllay, the Minister who has Bosniu-Herzegovinan affairs in "harge, has been publing improvements of all sorts. Towns have been beautified, public buildings erected, fine roads have made a net work of theroughin est stone tridges by the score have been built, railroads have been constructed, agriculture improved, schools established, surveys nushed everywhere, and at latit is possible to make a fairly accurate map of this wildest part of the Balkan peninsula. Hotelshave been built with modern improvements in short, in a

venturous spirit to go into the country and study life at first hand.

What a transformation has been wrought in the past fifteen years! It was in 1878 that the Ottoman provinces of Bosnia and Herzegovina were, by the treaty of Berlin, handed over to the Austria-Hungarian Government for ad
Here is a corner of the world that is far removed from the beaten paths, though few regions surpass it in the attractions of the Multan peninsula a fair share of the world than peninsula a fair share of the world that peninsula a fair share of the world sharer, particularly in mediawai times. Antiquarians find there not only abundant evidences of the flowan occupation, but also one of the richest sources of prehistoric relics in the world. Here are fledds and pastures new for the much travelled globe trotter.

NOVELTY IN STAGE-REALISM.

DISPLAYED IN THE SETTING OF THE PANJANDBUM EXTRAPAGATEA. Art that at Call Produces Sunsets, Ocean

Waves, and Zoological Wonders; Builds, Launches, and Wrecks a Ship, and Creates Edifices, Trees, and a Stuffed Monarch, The skill of the medern scenic artist and the fine craft of the stage carpenter have rarely attained such striking effects in stage realism as are presented to the spectator in the first quarter hour of the gorgeously mounted musi-cal curiosity called "Panjandrum." which Comedian De Wolf Hopper and his troupe of merrymakers are presenting on the big stage of the Broadway Theatre. This excellent bit of realism is a pictorial story, told in a panoramic show of fine scenes, of the departure of Hopper and his confrères from the quay at Manilla in the Isle of Luzo, their ill-luck at sea, and their final casting ashore among the dusky wild men of Borneo.

From the front of the footlights the specia-

for sees first the bustle and uproar attending

the boarding and loading of the ship. The

gangplank is thrown off, and then the onlooker sees the vessel get under way, sail slowly out of the harbor to the open sea. A fog rises and all but bides the ship and the tumbling waves from view. A storm comes up. The thunders roll and the lightning flashes dazzlingly. Then the ship goes down in the raging ocean, and wreckage is tossed about on the waves laden with the shipwrecked mariners. The island of Borneo is seen in the distance as the storm subsides, and the onlookers are charmed with a rich picture of the splendors of a tropical sunset. Lastly, they behold the waves beating on the shore of the island, and watch the wild men creep stealthily up and capture the ship-

wrecked people. Nothing exactly like this in plan, so elaborately executed, has before been attempted in a New York theatre, and it justly roused the spectators to a pitch of real enthusiasm. Handsome and surprising as it all looks from the auditorium though, that view isn't anywhere near as captivating and stirring as the scenic achievement appears when one sees it in the shelter of the wings on the stage itself.

It is a case of unexampled bustle and hustle all the time on the stage, and the way in which the twenty-six stage hands in shirt sleeves, with brows bedewed with perspiration, obey the stage manager, Harry Cripps's, order to get "a move on," gives a most comprehensive idea of the activity and industry which the requirements of stage setting of to-day exacts. All that the stage hands know of the order technical is that they are required to move over 200 feet of complicated scenery across a stage with a proscenium arch meas-uring 38 feet 6 inches. The panorama can be 'worked off' inside of six minutes, if need

uring 38 feet 6 inches. The panorama can be "worked oft" inside of six minutes, if need be, but usually between nine and ten minutes are occupied in sending it from north to south across the front of the stage.

The panoramic scenery lay all folded up against the stone wall in the southeast corner of the stage when the curtain came down on the first act of "Panjandrum" at 19:25 o'clock last Tuesday night. Comedian Hopper, in a long driving coat, was feeding half apples to a pair of playful white mules who had drawn his big coach across the stage, and Della Fox, lively as a cricket and laughing hearthy, came darting in picturesque attre across the stage and dived into her dressing room out of the way o' stage scenery that was folding 'up with a big rattle of bolts and hinges, as the carpenter took the first stage setting to pieces. Seenic Carpenter John Marthi, who built the big panorama, began at 9:27 to build the ship that is part of the introductory spectacle of the panorama. The first thing he hauled out was a low sort of a box, that had rested folded up against the wail. It ran on wheels, he unfolded it, and lot the forward deck of a vessel appeared. The stern was run out in a jiff, bolted to this. The tafrails were fitted in place, and the mast was hoisted in the air and slid in the forward deck, and then a bevy of women in flesheolored tights came down the from stairs and climbed aboard the new-built ship. A dozen men had hauled out the first section of the panorama. This is all built in a series of double sections, which fold up against each other, as if they were the covers of some mammoth book. Wheels are set in the bottom of each section, so that it can be run along the stage smoothly. Other men had thrown a huge canvase, palned green and white, on the floor of the back of the stage, with the end furthest from the audience, fastened to a piece of scenery about five feet high near the middle of the stage. with the end furthest from the audience fastened to a piece of scenery about five feet high near the middle of the stage. This was the tumbling ocean in a prelimary state of innocuous desuctude. Back of it, set on wheels, was a huge cylinder worked by a big crank, to which were hung long bits of canvas also painted green and white. This was what is called in the technicality of the stage carpenter, "a wave roller." It was used later onto produce the elect of surf tumbling upon the beach. Back of the painted ship and painted ocean, the calcium nen were setting in place the "light-rium nen were setting in place the "light-rium nen were setting in place the "lightof the painted ship and painted ocean, the cal-cium men were setting in place the "light-ning" stereopticon, and alongside of it the "cioud disk." Five feet away to the south of the stage was the calcium reflector, which is deltly employed to reproduce the brilliant crimson hues of the tropical sunset. At 1:34 1; M. just seven minutes after the stage carpenter started to build the ship,

or of other antiquated carts, they decided to the reach of charging good round rates for every control and control of the state. They are related to the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the respice are raking in all the country, for cattle and sheep tumbled into ment, and the country, for cattle and sheep tumbled into ment, and the country, the country of the country, the country, the country of the cou

harrel, what esemed to be a live tiger, and Comedian Hopper and Soubrette Delia Fox. The wild men of Borneo had rolled the barrel on the stage and left it, thicking it were case of spirits. The comedian and the securotic had knocked out the head of the case when the natives disappeared only to meet the hungry tiger just as they were congratulating themselves on their escape from the wild men. Manager "Bill" Sievens, who had been watching the movement of the panoracea critically while chatting with Actrees Annie O'Keefe, said:

"It will cost \$7,500 a year for stage help to run that pamorams. It took several months to build it, and a tremendous lot of rehearsing to get it in working order. But it will pay, for the audiences are pleased with it, and when you nave pleased your audience you are on the sure road to success."

His further comment was cut short by the roar of the liger. This flerce animal was a small boy who had three minutes before stepped into a tiger skip with a paper maché head, and been laced into his queer make-up. He blew a trumpet concealed in the papier maché head to imitate the tiger's roar, in about a minute more Hopper and Della Fox had furned the big cask over on him, and a minute after that had tied a knot in his tail that protruded from the bunghole. This device of tring the knot to hold him capitive in the cask was halled with roars of laughter. Everybody in the audience seemed to think that it was really the tail of the tiger that had been thus juggled with. But the spectators were deceived. The lad in the tiger skin had slid down a trap the instant the cask was turned over on him, and a thinly-clad lad had shot up in his nince and three, and thus according to the swap halled with roars of laughter. Everybody in the audience seemed to think that it was really the time had been thus juggled with like the proposed and the same had been the same had been and the same had been and the lager skin would have been apit to be smoothers with had all do had shot up in his nince and the same had

DEFYING A SUPERSTITION.

Members of New York's Thirteen Cinb Dine Well and Live Long.

The Thirteen Club was organized on Jan. 13, 1882, with thirteen original members. They have dined together regularly ever since at thirteen minutes after 8 on the thirteenth day of the month with thirteen at a table. Of

tion of Independence signed; battle streams to intract shokes ease to the stream in the property intracts this keeperd come. Right Charles and Mary And South rymertandated roads; Mr. Theories an old Faglish superstition that should be superstition that the streams of the stre

MONARCH OF THE HELLENES.

FORTUNATE CAREER OF SOUDTEREST KING GEORGE OF GREEUE,

Events That Carried a Younger Son of the Danish Royal Family to a Southern Throne-Kingly Qualities and Wise Alliances That Strengthened His Reign-Will He Wenther the Present Financial Storm

LONDON. May 17.-Of all the European mon-archs the King of the Hellenes is the one who in the nature of things should be the least exposed to the complications, worries, intrigues. and perils of a Ministerial crists; yet at the present moment King George is passing through the ordeal which has threatened so many severeigns and overthrown so many Governments - a financial panic. The King is not much known personally in

foreign courts; tall, well built, slender, and graceful he has preserved most of the charac-teristics of early manhood; even in civilian dress he looks like a cavalry officer, and he has some difficulty in preserving his incognito when he travels abroad. At Aix, in Savoy, to which he goes to find relief from rheumatism. a place of which he is very fond, he is at once recognized and distinguished from other visitors. Although the Queen of England has bought land on the hill of Tresserve above the Bourget Lake; although the Emperor and Empress of Brazil used to come to Aix in quest of health and repose; although the Duke and Duchess of Montpensier habitually spent a short portion of every year in the gay little town, yet it is the King of Greece who is looked upon by the inhabitants as taking the most active part in their lives. He conscientiously goes through all the phases of the "cure." While others send for the waters they are bound to drink, he goes up to the mountain sources and takes them at the spring, paying his two france for the ticket. He was seen at all the concerts, entertainments, and theatrical performances, never appearing tired or the season, and the Savoyard watering place. fashionable always, yet felt when he was gone the chill of abdication.

King George can look back upon his career and call himself a strangely fortunate man; he has been uniformly, persistently, extraordinarily lucky. Too lucky, perhaps, not to dread at times the paling of the star which has led him onward from comparative obscurity and relative penury to a throne. He ras born a younger son when the meagreness of the Danish civil list did not enable his father, Prince Christian, heir presumptive to the Danish crown, to hold forth any very golden promises to the members of his family. While still almost a boy Prince George entered the Danish navy; he had made one or two cruises and was on the point of starting on another, when in October, 1862, a revolu-

at thirteen minutes after 8 on the thirteenth day of the month with thirteen at a table. Of the original members only four have died, two of them within the reat year. This is a record for longevity which the members of few dining clubs can show. The total members for the close of the year was 1,144, and the total number of deaths twelve. Of these twelves ix, or just half, had never attended a dinner, and so had not violated the thirteen supersition. This, too, makes it seem that the members of the club who attended the dinners and sat thirteen at a table on the thirteenth day of the mouth have better prospects for long life than the members who stay away from the dinners.

In order to strengthen its defiance of the thirteen supersition the Thirteen Club has increased its number of officers until it now has thirteen. It would also try to dine on the 13th of the month and on Friday, but the 13th and a Friday do not always coincide. It has done the best it could, though, by fixing the luitiation fee at \$1.13 and the dues at 13 cents a month.

George Francis Train, one of the most active members of the Thirteen Club, and its unomical poot, is also opposed to the Friday supersition. The Thirteen Club, and its unomical poot, is also opposed to the Friday supersition. The Thirteen Club are with him here, for their historian has compiled a record of the events that have happened on Fridays, including a great deal of old Anglo-Saxon lore. The first of the facts about Friday in American history is that Columbus salled from Pales on a Friday; the theory of the pack of the pack and the pa